



## PrePass Electronic Screening System Update

PrePass, operated by Heavy-Vehicle Electronic License Plate, Inc., a non-profit partnership between motor carriers and government agencies, offers truck operators the opportunity to pre-screen and weigh without leaving the driving lane.

At 19 sites in Missouri, truck operators see a green light on an electronic sensor when their records and weight are cleared. Participating companies save valuable time and fuel while improving productivity.

Missouri is the third largest state in the PrePass Program with approximately 8 million scans annually. PrePass also operates at 248 locations in 23 other states.

Call 1-800-PREPASS or visit: <http://www.prepass.com> to get more information.

### Door Decals No Longer Needed by Interstate and Intrastate Carriers

A new state regulation eliminates the need for motor carriers to carry and display more than one credential per vehicle for operating authority. The new rule, 7 CSR 265-10.020, Licensing of Vehicles, allows drivers to carry just the Single State Registration Form (RS-3) or an interstate exempt stamp on the D-1 cab card when they hold both interstate and intrastate authority. Until now, intrastate door decals were also needed. The rule was changed to simplify the credentialing process and to reduce the cost of compliance.

### Hurricanes Prompt Quick Response by MCS

Missouri responded quickly to aid our neighbors in Alabama, Florida, Louisiana and Mississippi after Hurricanes Katrina, Rita and Wilma.

Governor Matt Blunt issued executive orders which waived reciprocity, fuel permits and some federal safety requirements for carriers traveling through Missouri on their way to deliver relief.

MCS Overweight and Overdimension exempted reducible load requirements for donated loads of food, water and supplies. These loads were permitted to travel in excess of normal weight - a practice generally forbidden.

Mobile home movers were allowed continuous movement once they obtained a permit. Escort requirements were relaxed but still required due to statewide highway construction projects.



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# Jan's Letter

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I feel so fortunate to work with you, our nation's Motor Carriers, who so quickly responded to this fall's hurricanes. Missouri was the first state to waive requirements and expedite overweight/overdimension permits to allow you to take action. And you did. It's great to be your partner.

I had hoped our new computer system would already allow you to do your business more quickly and efficiently. Unfortunately, there have been many bumps in the road. We're working to process your renewals and bring significant improvements to overweight/overdimension permitting. We are making progress. In fact, your 4th quarter IFTA can be filed online. And permits will be issued more quickly when the process we use to choose safe routes is fully automated in late spring.

If you come to our office to renew, we'll have computers available that you can use to process your application.

Even cab cards are electronic now! We've notified all the states and Canada, so if you have any problems, call (573) 751-6433 or toll free (866) 831-6277.

In the months ahead, we have another challenge. Federal legislation requires a Uniform Carrier Registration that replaces SSRS. We're sure you will have lots of questions, but we'll keep you updated.

I appreciate the many challenges you face. If you have ideas on how MoDOT MCS can help, please let me know.



Motor Carrier Services Director

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## Bridge Strikes Dangerous But Preventable

Hit and run. It's annoying for vehicle owners, but downright dangerous when the victim is a bridge or overpass. It's expensive for taxpayers, too.

Most bridge collisions happen when a commercial motor vehicle or the load it carries is too tall or wide to clear the structure.

"The best solution is prevention. We ask drivers to take extra care. They need to know the height and width of their load, double-check their route for clearance and make sure adjustable items like straps, booms and cranes are securely in place," says Carl Callahan, MoDOT's state bridge maintenance engineer. "The clearance measurements posted on bridges are accurate. Drivers can't 'cheat' a 14 foot load under a structure posted for 13 foot, 10-inch vehicles."

Since 2003, MoDOT spent nearly \$1 million to repair damage done by too-tall trucks, not including costs paid by companies who've made the hits.

While most bridges just need quick repairs, some like a Lebanon overpass above Interstate 44 had to be completely rebuilt after an oversized storage tank bent and ripped the substructure of the overpass, pulling steel girders from their anchors, creating months of traffic head-

aches for locals and carriers alike.

"Every piece of the bridge structure is important," said Callahan. "We must repair damage as quickly as possible or we risk compromising the integrity of the bridge. One damaged piece may lead to crashes, injuries or shipping delays when we must reduce the load a bridge can bear."

Some damage is found during inspections, some through accident reports and some is reported by observant drivers. MoDOT trains its field employees on what to look for post-incident and could soon extend training to law enforcement and others who respond to crash scenes.

"The big hits are very obvious. It's the smaller hits, that people don't think matter, that are a big concern," Callahan says. "We really need them reported quickly."

If you see a collision or spot anything unusual on a bridge or overpass, please report it by calling the Missouri State Highway Patrol at 1-800-525-5555 or \*55 on a cellular phone.

# 2006 a Busy Construction Year on I-44

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Though Missouri Interstate 44 became much smoother and safer in 2005, next year promises even more construction on the cross-state route. A number of significant projects are planned between March and December 2006.

Travelers should expect lane changes and slower speeds in work areas. "Though we'll do all we can to minimize delays, the roadwork will likely impact shipping schedules, routes for trucking companies and routine travel for motorists, but it will make I-44 a much better road," Operations Engineer Ed Hess explained. "We promise to publicize when and where projects take place, so travelers can be prepared."

Hess said in past construction seasons, Thursday, Friday and Sunday afternoons were busiest in terms of traffic and he advises drivers to avoid peak travel times when possible. "We encourage drivers to plan ahead by visiting [www.modot.org](http://www.modot.org) or calling our customer service centers at 1-888 ASK MODOT. The Web site features a map that shows where crews are currently working."

Before traveling through the St. Louis Metro area, motorists can visit MoDOT's Gateway Guide web site at [www.gatewayguide.com](http://www.gatewayguide.com) for real time traffic information and live camera views of St. Louis area highways. MoDOT's toll-free traffic information hotline, 1-888-511-4STL, offers up-to-the-minute travel information. All you have to do is speak your route to the system. It will inform you of delays in your metro area route.

## Check This Out!

### Farmers Are Carriers, Too

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Many people don't realize that farmers who use commercial motor vehicles to haul produce, equipment and supplies must follow many of the same rules and regulations as traditional commercial carriers. Some agricultural producers learn of their responsibilities only when they are cited for a violation.

MoDOT created an Internet-based tool to help farmers know what they must do to comply with the law. Farmers can visit the MO Ag Carrier housed on the MCS Web site, answer a handful of questions and learn which rules fit their hauling situation.

If you know a Missouri farmer who owns or leases CMVs, tell them they can find the MAC at [www.modot.org/mcs/MOAgCarrier](http://www.modot.org/mcs/MOAgCarrier). You can save your friend some time and money and help make the highway a safer place to work.

As happened in the summer of 2005, one major project scheduled on I-44 will require closing both westbound lanes and running traffic on one lane, head-to-head, in each direction. Plans call for the project to begin March 1 and end before heavy vacation travel begins on Memorial Day weekend.

Projects include:

- five miles of widening near Pacific, Mo., and a mile of pavement replacement near Eureka;
- two miles of lane additions, curve realignments and bridge construction near Rolla, Mo.; and
- 15 miles of eastbound lane reconstruction from the Pulkaski County line to Lebanon, Mo.

Other short-term projects on I-44 involve closing one lane of traffic at a time in order to smooth existing surfaces, repave other sections and erect guard cable in medians. These efforts are all part of MoDOT's Smoother, Safer, Sooner program.

As contracts are signed, construction dates will become firm. "Check the MoDOT Web site for project dates," Hess said. "You'll also find information on message boards along the interstate."

Minimizing delays and maximizing communication with motorists is MoDOT's goal.

## Rewriting the International Registration Plan

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The first draft of the rewrite of the International Registration Plan was presented in early November at the IRP Annual Meeting in Orlando, Florida. Breakout groups discussed the draft and made suggestions to the rewrite committee, which will meet in February to make further revisions.

A final plan draft will be presented at the September 2006 IRP Annual Meeting. Voting will follow, and if approved, the new plan will go into effect by the summer of 2008.

View the current draft at [www.aamva.org/irp/documents/com\\_PlanRewriteFirstDraft101205.pdf](http://www.aamva.org/irp/documents/com_PlanRewriteFirstDraft101205.pdf).

If you'd like to comment on the document, please e-mail them to [Mary.Pointer@modot.mo.gov](mailto:Mary.Pointer@modot.mo.gov).

# Bus Fire Fueled by Oxygen Cylinders Claims Lives of 23 Passengers on Motor Coach in Texas

The Federal Motor Carrier Safety Administration ordered Global Limo, Inc., of Pharr, TX, to cease all commercial motor vehicle operations following a compliance review of the company launched after the carrier was involved in a fatal bus fire near Dallas, TX. The bus explosion and fire killed 23 elderly passengers evacuated from a nursing home in the path of Hurricane Rita.

A report the Texas Department of Public Safety revealed the bus had defective and poorly maintained brakes. The

agency also found the driver was not properly licensed, having been a Texas resident for more than 30 days without obtaining a Texas commercial driver's license.

The bus caught fire about 16 hours after leaving Houston. Some passengers and the driver escaped, but the flames and explosions, fed by 18 medical oxygen tanks, trapped many inside.

## Proper storage of the oxygen cylinders could have prevented the loss of so many lives.

### *If you transport oxygen cylinders in passenger vehicles, please keep the following in mind:*

- Oxygen should be transported on a vehicle only when medically necessary in a cylinder maintained in accordance with the manufacturer's instructions. The manufacturer's instructions and precautions are usually printed on a label attached to the cylinder.
- Before boarding, inspect each cylinder to assure that it is free of cracks or leaks, including around the area valve and pressure relief device. Listen for leaks; do not load leaking cylinders on the vehicle. Visually inspect the cylinders for dents, gouges or pits. A cylinder that is dented, gouged, or pitted should not be transported.
- Limit the number of cylinders to be transported on board the vehicle to the extent practicable. If possible, supplemental oxygen in the passenger compartment should be limited to one cylinder per person.
- Handle these cylinders with care during loading and unloading operations. Cylinders are dangerous if dropped. Never drag or roll a cylinder. Never carry a cylinder by the valve or regulator. Carry them carefully, using both hands.
- Do not handle oxygen cylinders or apparatus with hands or gloves contaminated with oil or grease.
- Each cylinder should be secured in an upright position to prevent movement and leakage.
- Oxygen cylinders or other medical support equipment should never be stored or secured in the aisle or otherwise restrict access to exits or use of the aisle.
- Cylinders should be secured away from sources of heat or potential sparks.
- Under no circumstances should smoking or open flames be permitted where medical oxygen is present.
- When you reach your destination, immediately remove all cylinders from the vehicle.
- When stored in the cargo compartment, each cylinder should be placed in a box or crate or secured in an upright position with the valves protected from damage.

The total weight for oxygen cylinders permitted in a bus cargo compartment is 99 lbs (45 kg).

Care should be given while transporting any hazardous material in any vehicle. For additional information about hazardous material regulations, please contact Missouri's Federal Motor Carrier Safety Administration's office at 573-636-3246, MoDOT Motor Carrier Services at 866-831-6277, or visit the FMCSA website, [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).



## **“Stop-Me” Inspection System Targets Carriers for Inspection**

If you operate a commercial vehicle, then you should know about the Inspection Selection System. It is a commercial vehicle enforcement selection tool that takes data from SafeStat, which rates carriers based on their safety performance, and packages it into a decision-making aid federal and state inspectors use to select vehicles and drivers for roadside inspection.

ISS scores carriers based on their safety performance in four areas: crash history, vehicle inspection history, driver inspection history and safety management. The system then recommends whether a carrier should be allowed to pass or be stopped for inspection. Information in the ISS database is updated monthly.

If you would like to view your driver and vehicle safety scores, you can access your ISS rating by logging into the SafeStat system at <http://ai.volpe.dot.gov/SafeStat/SafeStatMain.asp>.

Choose “Click here to access the SafeStat Module” to reach the main page. Enter your U.S. DOT number and hit “search”. Choose “Click to view ISS-2 Recommendation” from the right side of the page to find your ISS information.

## **MCS Begins Annual Motorcoach Inspections**

MoDOT’s Motor Carrier Services started their Fall 2005 campaign to help reduce crashes involving the motor coach industry. Each year checks are conducted at various tourist locations throughout Missouri.

Southwest Missouri hosts more motor coaches than any other region in the United States, so we’ll be there and in other tourist areas to help ensure the safety of coach passengers and other travelers.

Since the motor coach inspection program began in 1993, the percent of vehicles placed out of service has dropped from 25% to 10%. Motor coach involvement in Missouri crashes also dropped from 6.1% to 4.1% of overall crashes between 2000 and 2003.

It’s made an impact. Drivers often tell us that their company makes sure their equipment is in good shape before it’s dispatched to Missouri. They say their companies only send the best equipment because they know we’ve made safety a priority. That’s music to our ears!

## **Integrated Security Plan Set to Begin in Missouri**

Safety inspectors in Missouri plan to conduct security assessments of trucks and offer security improvement suggestions to fleet managers, under a first-of-its-kind federal-state partnership. Transportation officials announced the program will be fully operational early next year.

The program does not create any regulations. Instead, it allows agencies to identify and collect information on security issues. Under the program, Motor Carrier Services investigators from the Missouri Department of Transportation will assess the security practices and needs of trucking companies when they perform safety checks on fleet equipment.

The pilot program is a partnership between MoDOT, the Department of Homeland Security and Commercial Vehicle Safety Alliance, designed to help integrate federal and state security programs.

Transportation officials, concerned about the large number of security programs intend to integrate existing pro-

grams and minimize duplication on the state and federal level, relieving a burden on the trucking industry. The program might also help states create a framework for their own security programs.

Ben Goodin, MoDOT’s motor carrier enforcement administrator, said state investigators will advise trucking companies on identifying safe routes; correcting security deficiencies and screening their personnel for possible security risks. Investigators will help companies identify potential problems and perform safety audits, including a review of drivers’ records.

The Transportation Security Administration will use information collected under the program to monitor trends and develop plans to cope with potential security issues that could threaten Missouri and the nation. The same information also will be given to other federal safety and security agencies, the Missouri Homeland Security Office, Missouri Highway Patrol and other law enforcement agencies as needed.

# Safety and HazMat Seminars Offered in January and February

MoDOT Motor Carrier Services offers free seminars in January and February to update you on the latest in commercial vehicle safety regulations and federal hazardous materials rules.

The general safety seminar topics include:

- Proper driver qualifications files
- Hours-of-Service rules for drivers
- Maintenance file requirements
- CDL & Class E license requirements
- Drug & alcohol testing requirements
- Federal and state rules and regulations

Hazardous Material topics include:

- Identifying a hazardous material and using the table to identify requirements

- Communication requirements – placards and shipping papers
- Required employee and driver training
- Hazmat registration requirements
- Security plans and assessments
- CDL and endorsement issues
- Federal and state rule changes

The training, scheduled for 8:30 a.m. to 3:30 p.m., are designed for company management. Participation is limited to full-time motor carrier employees. Seating is at a premium, so please make your reservations as soon as possible. For information or to make reservations, contact Lori Hall (573) 522-9001 or Tonya Jaegers (573) 522-4937.

Check our web site, [www.modot.org/mcs](http://www.modot.org/mcs) for more details and updates.

## General Safety Training Dates and Locations:

Date	City	Place	Phone No.
January 18	Jefferson City	MoDOT Motor Carrier Services 1320 Creek Trail Drive, Room I-70	573.522.9001
January 19	Springfield	Lamplighter Inn & Suites 2820 N Glenstone Ave	417.869.3900
January 19	Joplin	MoDOT, Southwest District Office 3901 E 32nd St - 2nd Fl, Room A & B	800.654.5428
January 20	Houston	MoDOT Maintenance Building North Hwy 63	417.469.3134
January 25	Macon	MoDOT North Central District Training Room 902 North Missouri Street (Hwy 63)	660.385.3176
January 26	Cape Girardeau	VFW Hall 1049 Kingshighway	N/A
January 26	St. Joseph	Holiday Inn 102 South 3rd Street	816.279.8000
January 30	Chesterfield	MoDOT Traffic Mgmt Center 14301 S. Outer Rd. 40, Room 209	314.340.4100
February 1	Lee's Summit	MoDOT Kansas City Area District Office, Room 600 NE Colbern Rd	816.622.6500

## Hazardous Materials Session Dates and Locations:

Date	City	Place	Phone No.
January 19	Jefferson City	MoDOT Motor Carrier Services, 1320 Creek Trail Drive, Room I-70	573.522.9001
January 20	Springfield	Lamplighter Inn & Suites 2820 N Glenstone Ave	417.869.3900
January 27	Cape Girardeau	VFW Hall 1049 Kingshighway	N/A
February 1	Chesterfield	MoDOT Traffic Mgmt Center 14301 S. Outer Rd. 40, Room 209	314.340.4100
February 1	Kansas City	Holiday Inn Express @ KCI 11130 Northwest Ambassador Drive Kansas City International Airport	816.891.9111

## Hazardous Materials - Employee Training

Before an employee or self-employed individual performs any function related to hazardous materials, they must be trained, tested and certified according to the procedures described in the federal hazmat regulations (49 CFR). Whether trained by their employer or other source, it's the employer's responsibility to ensure it's done.

After initial training, updates are required at least once every three years. However, if a regulation that relates to a function performed by a hazmat employee is adopted or changed, that employee must be instructed on the regulation before the employee performs the function. OSHA, EPA, or other agency training may be used to satisfy these training requirements.

An employee may only perform hazmat job functions before completing hazmat training when:

- The employee does so under the direct supervision of a properly trained and knowledgeable hazmat employee; and
- Complete hazmat training is finished within 90 days of employment or change in job function.

## Busy, Busy, Busy

It's renewal season at MCS. Applications for license plates, fuel decals and operating authority arrived by the tubful and we're processing them as quickly as possible. You've also kept us on our toes with more requests for overweight/overdimension permits than we've had in a long time.

Be sure to send all required documents when you send in applications. That's the best way to receive a speedy response.

## Correction

To clarify the "New Addition to the North American Standard Out-Of-Service Criteria for Unauthorized Carriage" article in the September 2005 News on Wheels

What does the new standard mean to the motor carrier industry?

To obtain interstate authority, you must file with FMCSA and pay a one time filing fee for each type of authority requested. To obtain specific answers to your questions, please go to: <http://safer.fmcsa.dot.gov>

Our apologies for any inconvenience.

## Datelines

### Dec 26, 2005

Christmas, MCS offices closed.

### Jan 2, 2006

New Years, MCS office open.  
All other MoDOT offices closed.

### Jan 16, 2006

Martin Luther King, Jr. Day, MCS office open.  
All other MoDOT offices closed.

### January 31, 2006

2005 4th quarter fuel tax report due.

### February 13, 2006

Lincoln's Birthday, MCS office open.  
All other MoDOT offices closed.

### February 20, 2006

Washington's Birthday, MCS office open.  
All other MoDOT offices closed.

### 1st week of March 2006

July IRP renewals will be mailed.

## Did You Know?

Only 59 percent of commercial motor carriers in Missouri use safety belts?

In the event of a crash, a driver who is buckled up is held in a better position to maintain control of their vehicle. Buckle up and arrive alive.

## News on Wheels

Missouri Department of  
Transportation  
Motor Carrier Services  
P.O. Box 893  
Jefferson City, MO 65102  
573.751.7100  
Toll Free: 866.831.6277  
Fax: 573.751.0916

[www.modot.org/mcs](http://www.modot.org/mcs)

Additional copies available upon request.  
If you have any questions or comments,  
please send them to the address at left.

**Motor Carrier Services Director**  
Jan Skouby

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*Our mission is to provide a world-class transportation  
experience that delights our customers and promotes a  
prosperous Missouri.*





## News on **Wheels**

Missouri Department of Transportation  
Motor Carrier Services  
P.O. Box 893  
Jefferson City, MO 65102

**PRSTD STD**  
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## Motor Carrier Services

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Jefferson City, MO 65102-0893

**Physical Address**

1320 Creek Trail Drive  
Jefferson City, MO 65109

**Phone**

573.751.7100 or  
toll free 866.831.6277

**Fax**

573.751.0916

<b>International Registration Plan</b>	Regulations, IRP applications, reciprocity, trip permits, temporary authorizations, license plates, cab cards
<b>International Fuel Tax Agreement</b>	Regulations, Missouri IFTA applications, temporary fuel permits
<b>Overdimension and Overweight</b>	Regulations, permits, blanket permits
<b>Single State Registration, Interstate Exempt, Intrastate Authority, Housemovers License, Hazardous Waste and Waste Tires</b>	Applications, SSRS receipts, stamps, stickers, licenses, proof of insurance
<b>Safety and HM Regulations/Enforcement</b>	Information, regulations, training, compliance reviews, educational contacts, complaint investigations

Web site: [www.modot.org/mcs](http://www.modot.org/mcs)